

SHEFFIELD CITY COUNCIL

INDIVIDUAL CABINET MEMBER DECISION RECORD

The following decision was taken on 25 July 2018 by the Cabinet Member for Transport and Development.

Date notified to all members: Monday 13 August 2018

The end of the call-in period is 4:00 pm on Friday 17 August 2018

Unless called-in, the decision can be implemented from Saturday 18 August 2018

1. **TITLE**

Clarkehouse Road - Outcome of Public Consultation into Review of Existing Waiting Restrictions

2. **DECISION TAKEN**

(i) Having considered the objections, The Sheffield City Council (Consolidation) (On street parking and prohibition of waiting) (Outer) Order 2008 (Amendment No Order 2018) be made in accordance with the Road Traffic Regulation Act 1984;

(ii) a proposal be submitted to affect the necessary works to introduce the proposed restrictions in accordance with the Capital Gateway Process; and

(iii) respondents to the public consultation be informed of this decision.

3. **Reasons For Decision**

The Council has a corporate objective to increase active travel as part of its overall transport strategy in order to improve travel choice and tackle congestion.

The potential for positive impact on cycling related accidents at this location.

4. **Alternatives Considered And Rejected**

An option that kept the informal parking bay between Broomgrove Crescent and Park Lane was investigated. This option was discounted as there is insufficient width across the road to accommodate a cycle lane, two traffic lanes, a cycle lane and safety zone and parking bay.

A further reason for removing this parking bay is that it obstructs visibility for drivers joining Clarkehouse Road from Broomgrove Crescent and Park Lane junctions.

An option that kept the section of single yellow line in front of the Botanical Gardens was investigated. As with the informal parking area there is insufficient width across the road to accommodate a cycle lane, two traffic lanes, a cycle lane and safety zone and parking bay.

Retaining parking in either of these two sections would present an injury risk to cyclists from dooring as sufficient space couldn't be provided between parked vehicles and the cycle lane.

A business as usual option, where no changes are made to the road layout, was considered however this was discounted after public consultation showed strong support for the proposal.

5. **Any Interest Declared or Dispensation Granted**

None

6. **Respective Director Responsible for Implementation**

Executive Director, Place

7. **Relevant Scrutiny Committee If Decision Called In**

Economic and Environmental Wellbeing Scrutiny Committee